

# A RICH BROTHER TO OUR 'LONGSHOREMEN.

"All men are brothers."

Bolton Hall, gentleman; Bolton Hall, man of culture, living in a luxurious home, surrounded by books and objects of art; Bolton Hall, lawyer and man of affairs—speech familiar to them all, and to Bolton Hall is brother to Patrick Finnegan, longshoreman, who labors on the docks in all sorts of weather for 15 cents an hour. He has ratified that relationship by accepting the position of treasurer of the American Longshoremen's Union.

It is Bolton Hall who caused vacant lots and waste places throughout the city to yield crops of potatoes for the benefit of whoever would plant them, the American Longshoremen's

and tend them. He saw the longshoremen and their families suffering from abuses that were only to be remedied by effective organization, and he proceeded to go among them and talk to them in figures of speech familiar to them all, and to educate them with respect to the fundamental principle of organization—namely, that not the Irish, or the German, or the Swedes, or the Poles, but all men, irrespective of nationality, or any other classification, are brothers.

On this principle, with the assistance of Edward McHugh, an emissary from the Liverpool longshoremen, the American Longshoremen's

Union has been organized. With its finances in the hands of a methodical man of business the obstacles which previous organizations were unable to overcome do not exist. There is, therefore, every prospect that the longshoremen will shortly receive great benefit from their acquisition of a "brother" who lives on Murray Hill and yet is willing to manage their finances.

The accompanying statements of Mr. Hall and Mr. McHugh, the former given to the Journal in the shape of an interview, will show in detail the importance of this fraternal combination between Murray Hill and the docks.

## MR. BOLTON HALL'S STATEMENT.

their behalf, the dock laborers of Liverpool effected an admirable organization, which has succeeded in materially protecting their interests at every point, except one. It did not protect them against competition from outsiders, attracted by the superior advantages they had secured for themselves. As much of this competition was due to the lack of successful organization among the New York longshoremen, the dock laborers

## WISDOM FOR 'LONGSHOREMEN.

"The order of nature is that all men's best interests are bound up together, that men are really brothers. For every man, whether he wants to or not, must be his brother's keeper. If he will not be his brother's keeper, he must fight his brother. That is the way of wild beasts. Savages war with each other, but civilized men combine. They begin to help each other, and no man can honestly help himself without helping some other."—Bolton Hall to the New York Longshoremen.

the cost of living are so much higher that the advantage is very much on the side of the Liverpool longshoreman.

"Owing to the Liverpool organization the employers have given many concessions to the dockers, most of which are as much to the advantage of the former as the latter. For instance, they have established a regular call twice a day, at which men are taken on, and if not employed then they have their day free to themselves. Here the men have to wait to be picked up around the streets or the saloons. Often they have to wait around in the cold and rain from early morning till late at night.

"The antagonism that formerly existed on the part of English laborers toward Americans is no longer apparent. The men there, like the men here, are realizing that the contest is not between labor and capital, but between labor and monopoly. They understand that the profits of the more capitalist are limited, and consist of nothing but the wages or salary for their services, and the interest on his money. The monopolist, however, can get 'all the traf-

mediate effect on the condition of the longshoremen.

"The question of taxation is a very important and pressing one. It is taxation that drives the farmers' boys in from the country, where they know they cannot make more than a living, into the city, where they think that perhaps they can. And it is a result of the neglect to tax vacant lands at their full value that keeps the farmers at a distance from the available lands near the towns and leaves them only the desolate country with its hardships and loneliness.

"These disadvantages suffered by the farmers cause a stream of countrymen to pour constantly into the cities. Having no job of their own, they have to take other people's jobs away from them; and this they can only do by cutting wages. It is therefore not difficult to see why the longshoremen are interested in the land question.

"Besides, it is not necessary for the longshoreman to go into the country to encounter the land question. The large cities are beautified by parks and pleasure grounds, which are a benefit to the laboring man whenever he can find the time for a stroll through them; but the main benefit goes to the land owner in an increase of rent. I have recently made inquiries in the neighborhood of the park at Mulberry Bend, and I find that the testimony of the agents is that it will enable the landlord to get \$1 a month more for rent from the house fronting on it. Now, the people pay for that park in taxes, which are eventually shifted down to the consumer and to the poorest people, and then they have to pay it again in increased rent.

"That is the secret of the small impression that our Good Government people



Bolton Hall, the Longshoreman's New Friend.

## THE 'LONGSHOREMAN AND HIS WORK.

By Edward McHugh.

What is meant by longshoreman? 'Tis a vague description of the multifarious employment of tens of thousands of young able-bodied, intelligent men, who are as indispensable a factor in international commerce as shipbuilders or navigators. The longshoreman awaits the arrival in port of the ocean grayhound and of the belated scurvy-stricken merchant vessel with as much anxiety as the owner or insurance manager. His work begins when the vessel's lines are thrown ashore. His first concern is to see the vessel safely moored, and then to see that every pound of cargo put on board, say in Liverpool or Glasgow or London, is conveyed from the vessel's holds to the pier, and checked and weighed and dispatched to the consignee or placed in safe storage. After the vessel's cargo is discharged the work of loading the vessel begins. How important it is that this should be done carefully and well is seldom thought of by the pleasure-seeking passenger. Yet the safety of the lives of passengers and crew and of the merchandise on board depends upon the sound judgment and practical skill of the longshoremen in so placing, or stowing, the various packages that the rolling of the vessel will not result in the "shifting of the cargo."

If just conditions prevailed your space and any time might be devoted to other purposes. But as the conditions of employment are neither natural nor just, the American Longshoremen's Union aims

(1) To unite the longshoremen of America and utilize the organized strength of all for the welfare of each.  
(2) To prevent the strong from oppressing the weak and the unscrupulous from robbing the honest.  
(3) To regulate the hours of employment and improve the conditions of labor.  
(4) To raise a fund for the purpose of maintaining and extending the power of the organization.  
(5) To enforce claims for wages.  
(6) To make provisions for safeguarding the lives and limbs of members while at work.

(7) To secure compensation for injuries and loss resulting from accidents.  
(8) To conserve and defend the rights of individual members from all encroachments of employers; and ultimately,  
(9) To secure the legal recognition of the natural rights of laborers to the produce of their toil.

The condition of the longshoremen is in many respects much worse in the ports of New York, Brooklyn, Hoboken and Jersey City than that of the corresponding class of workmen in British ports, who are variously called dock laborers and dockers.

Here, for example, the competent man who is fortunate enough to be picked by the foreman or employer is liable to dismissal in half an hour afterward with only half an hour's wages. In Liverpool when a man is employed he is entitled to at least half a day's wages. This half hour in many cases deprives a man of the run of another ship, at which he might have secured several days' work.

In this port men are picked any time from 6:30 in the morning till late in the evening. This want of system results in the waste of precious time and tends to the demoralization of the men. In Liverpool men are hired at 7 in the morning and 1 o'clock in the afternoon, and if not successful at these hours the intervening time is their own and is used by multitudes in self-culture.

Here the day consists of ten hours; in Liverpool of nine hours.

The longshoreman is compelled to work harder and longer hours than the dock laborer. There are fewer men in the gang, and the hour on this side of the Atlantic frequently consists of seventy-five minutes instead of sixty, as on the other side.

Master stevedores and steamship managers know that it is no exaggeration to say that on an average the American longshoreman does eleven hours' work per day for ten hours' pay. This dishonest prac-

is introduced by the greedy and unscrupulous and ultimately becomes general through the necessities of trade.

The men realize that under present conditions—which compel one man to go around for another man to give work to toll—their only hope is in organization.

For one reason or another every movement hitherto established has failed. Nearly all of them denied the common brotherhood of longshoremen. Race or nation distinctions kept them apart and we availed of the way of those who have sought to unite longshoremen without distinction of race, creed, color or nationality, and to promote a federal connection between the men on this great continent and their brethren in Europe. This will be beneficial to both and injurious to none.

If any of your readers desire to get a glimpse of "man's inhumanity to man" let him go down to one of the piers and listen to the brawling blasphemers who bound the men to death—for a little more than the average wages! Preventable accidents are of almost daily occurrence. Unsafe gear and machinery are frequently used. What becomes of the wife and family of the killed or maimed workman? First, he himself is thrown out of the way of those who have escaped injury, his place is filled up by whistling for another man to come from the corner, and by and by the wounded or killed are conveyed ashore—thence to the hospital or to their wretched homes. Their families are evicted from their homes and starve—or become a public charge.

But I may be asked why do men run such risks and endure such hardships? Simply because every opportunity of self-employment is shut against them. As was pointed out by the conservative Quarterly Review as far back as July, 1823, pauperism, charity, and the other questions that vexed the mind of statesmen at that time were the inevitable consequence of "allowing the people from the soil." So it is here and now. As Henry George so tersely puts it:

"If one man can command the land upon which other men must labor, he can appropriate the produce of their labor. The fundamental law of nature, that her enjoyment by man shall be consequent upon his exertion, is thus violated. The one man reaps without producing, the other men produce without receiving. The one man is unjustly rich; the other men are robbed."—Condition of Labor.

The colossal wealth of the non-producing class and the wretched poverty of the workers make the chief problem of the time.

It is a question not of wealth production, but of wealth distribution. It can only be solved by organized intelligence; hence the justification for a union in which each man will be free to give expression to his opinions and take counsel with his fellows as to the policy to be pursued to secure the highest possible wages and the easiest work.

Every conceivable form of wealth results from human labor exerted on the natural agent, land. Labor and land are the factors in production. This is as true in the most complex form of society as in the most simple and primitive. There is nothing covered by the term capital that is not a product of labor and land. To whom does the product—the wealth produced by labor from land—belong? Surely not to the man who is too gentle to work.

In Great Britain and Ireland and in the other European countries the workers are rapidly realizing that the land is the birthright of mankind and that "the profit of the earth is for all" (Ecc. 11, 2) and that "if a man works not," as Carlyle put it, "the most stern, however he may name his stealing."

The increase of wages as a quantity involves the decrease of rent. Wages and rent are two parts of one whole—wealth.

EDWARD M' HUGH.

## THE AMERICAN 'LONGSHOREMAN DOES ELEVEN HOURS' WORK PER DAY FOR TEN HOURS' PAY.

"In accepting the position of treasurer of the American Longshoremen's Union I hope by the application of business principles to its financial affairs to be of assistance to a most important economic movement. It is a movement of much wider significance, as now planned, than the mere organizing of dock laborers. A small movement among the longshoremen would go the way of other movements—it would fail. The successful movement is one that will show not only the longshoremen, but truck drivers, engineers, quarrymen, miners, yachtmen, how

to organize; and not how to organize against us, but with us. What we must do to succeed is to lift up that whole race, every workingman who is here now and every workingman who is coming here.

"Owing to the growing education of the laborer, not only in this country but in England, where political education has advanced further than it has here, this principle of lifting up the whole mass of laborers is now understood and appreciated. Partly through the efforts of Sir Henry Hudson, who interested himself actively on

sent over Mr. Edward McHugh, an extremely able man, to organize the longshoremen here. Their action was a wise one, owing to the fact that this class of laborers, being accustomed to the ocean, are readily transferred from one side to the other. They therefore reasoned correctly that to raise wages over there and leave them low here would be like pouring water in a sieve.

"Some people are misled by the fact that the rates of wages per hour paid to longshoremen are higher here than in Liverpool. While wages are higher, rents and

the will bear." In addition to wages and interest. Besides this, he restricts the opportunities for employment.

"In certain of my addresses at meetings of longshoremen I have expounded the single tax doctrine, as I have other economic theories. Though I believe in the fundamental principle of the single tax, I do not agree with all that Mr. George says. In my relations with the longshoremen I am an evolutionist, but I teach evolution only so far as it applies to the proper conduct of their affairs. Just so I refer only so much to the land question as has an im-

mediate effect on the condition of the longshoremen. These people cannot express it always, but they know very well that every improvement in municipal government will inevitably result in higher rents.

"All of these questions are being brought before the longshoremen, and they know that the only organization that can be of real benefit to them must be one that will benefit also every other class of laborers. That is the kind of organization we are all working together to form and establish permanently."